

## **Brazos Area Recreational Flyers** **Bragging and Gossip** EAA Chapter 983 Newsletter SEPTEMBER 2007

PO Box 5191 Granbury, TX. 76049  
Visit us at: [www.eaa983.org](http://www.eaa983.org)

Chapter 983 meets every second Saturday at 10:00 am in The Houseman Hangar. N.E. corner of the runway

### **In This Issue**

Calendar.....	6
Classifieds.....	6
Notams.....	4
Meet a Member....	4
Safety Note.....	5
Sponsor Ads.....	7
Meeting minutes...2	

## **Flurries in August!**

There is another flurry of building activity; perhaps it's more of a continuing storm. Bill and Deb Stepling celebrated the First Flight of their RV 10 on August 26<sup>th</sup>. It was the second one built and there are at least two more under construction at this time. Last year the Chapter had about 8 first flights and most of us thought that would be the end of things for a while. But nope, things are still rolling along.



As for this First Flight, things went perfectly and incredibly, there were no anomalies in the electronics package. With the planes that are being built recently, the term "electronics package" is appropriate. The Stepling's craft is outfitted with dual Grand Rapids flat screen displays with a full suite of radios to accompany them. It's a credit to Bill's expertise that with all the audio and visual alerts programmed into the system, not a single item malfunctioned or provided a false alert. The quality of construction is, as expected, up to Bills usual level. Anyone who has seen his previous three projects knows that perfection is his only acceptable standard.

Bill was assisted by several of the Chapter members. Flight Advisor Don Saint held the preflight briefing, Jim Erskine flew the chase plane and past President Gary Bricker and Jason Hutchison flew the photo ship.

The accompanying pictures tell the story of the post flight. Deb, Amber and Bill opening the celebratory bottle of Champaign, the results of Don's excellent sense of timing and aim, drenching Bill with the post flight bucket of water and finally a group pic of some of the folks who helped with the celebration.

"The hits just keep on coming" and the flurries show no signs of abating.



**ALERT:**  
The September Chapter Meeting has been moved to the third Saturday.  
September 15<sup>th</sup>. Same time, same place.

## Chapter meeting highlights

Roe discussed the decision to move the September meeting to the third Saturday because of Labor Day and scheduling conflicts. He also announced the nomination of Dana Segler as Next years President, John McComas as Vice President and Debbie Dewey as Secretary/Treasurer. Voting on their installation will take place at a future meeting.

Chip laid out the upcoming Programs through October.

Bob Satterwhite addressed the current Chapter financial situation. We are still waiting on the final expense total from the Air Academy trip. There is \$ in the treasury however with Fly-In's and dues being our only source of income, one Fly-In a year would put us in a declining balance situation. Our biggest expenses are sending a youngster to Air Academy every year followed distantly by the Christmas Party, tool purchases and miscellaneous expenses. Having two Fly-Ins a year allows us some breathing room in the event of weather outs or unexpected expenses.

Attendees voted on a motion to reinstate the Fall Fly-In. It wasn't held last year due to a lack of volunteers to Chair the required committees. The vote included a proviso that we fill a leadership committee at the meeting. It passed and Dick Jones, Doug Crumrine and Jason Hutchinson made up the group. Doug has since volunteered to Chair the Fly-In.

Chapter members also requested more low key participatory events like Rally's, Poker Runs etc. That was met with general approval as well.

Ed Brown has handled the advertising for the Newsletter for many years now and has decided to retire from that job. We would like to thank him and his lovely wife Ruby for taking care of that for so long and doing such a fine job.

Don Saint and Dick Keyt gave accounts of this year's Venture Cup. Another very successful year for Chapter racers.

## Fall Fly-In "Tribute to Our Military" Doug Crumrine

We're really excited about the fall Fly-In on November 3<sup>rd</sup>. Your Fly-In team has a great Fall Fly-In planned. The team consists of:

Fly-In chairman – Doug Crumrine  
 Set-up & Tear-down – Dick Jones  
 Food Service – Jason Hutchinson  
 Young Eagles – Karen & Sid Tucker  
 Parking & Ground Control – Gary Bricker  
 Spot Landing Contest – Charlie Adams  
 Showcase of Airplanes – Don Saint  
 Announcers – Larry Henney & Damon Berry



This year we have a lot of the same events planned, but we also have some new and I think you will find exciting new things planned. As usual we will have our burger and hotdog sales, bounce house, Patches the Clown, Care Flite and spot landing contest. In addition we're having a theme this year, which is a "Tribute to Our Military". We currently have commitments from the Air Force, Navy, and Army who will all be coming and setting up displays and bringing lots of trinkets for the Kids. Also we are going to have a raffle to help generate money for sending a kid to the Air Venture camp. We have 2 very generous donations for the raffle - Steve Lambarth has donated a ride in his PT-17 Stearman, open cockpit biplane and Johnny Vinson (a friend of the Hutchinson's) has donated a ride in a Bell 407 helicopter. Last but not least, we are going to have a "Showcase of Airplanes", throughout the day there will be scheduled fly-bys of Chapter 983 members in their aircraft. We plan on having an announcer on a PA talking about the member and their aircraft.

These are just the "highlights", but you can see we have a great Fall Fly-In planned.

We hope everyone will donate their "time and talents" to help with the fly-in and most of all - come out and enjoy the FLYING & FUN! That's what Chapter 983 is all about.

*I still find each day too short for all the thoughts I want to think, all the walks I want to take, all the books I want to read and all the friends I want to see. –John Burroughs*

## A Call to Arms

Every two years it's time to change officers in our Chapter. Those who have been performing the tasks have enjoyed it, been enriched by the experience and have added their unique perspective to make this a forward looking and vibrant group of friends.

Probably the most difficult of their tasks is finding replacements for themselves at the end of each term. It's easy to get someone to help park airplanes at the fly-in but being responsible for something once a month is a different story. Understandable. Jobs, traveling, family all place great demands on our time, demands we can't ignore. But perhaps some of us can find room to fit in one of these jobs into their schedule.

President and Vice President and Secretary/Treasurer spots have been filled and we are still in need of a person to gather the advertisers and a Newsletter Editor. Here's a brief description of each job.

Advertisers have their ads in the newsletter and on the website, their fees basically pay for the newsletter publishing and mailing. What the job entails is calling the existing advertisers and asking if they wish to renew. Almost all do. There is always a waiting list of advertisers. Collect the fee and wait until next year and do it again. Ed Brown has been doing it for years and would assist you in figuring it out. The nice thing about any of the Chapter jobs is there are always several previous holders available to advise and assist in getting things done.

The Newsletter Editor collects articles, writes some, picks up tidbits of info about flying and Chapter items of interest and then arranges it into a form that fits into the existing newsletter format. There never seems to be a shortage of stuff to put in the newsletter, just fitting it into the spaces seems to be the biggest challenge. I realize it seems an involved task but I am going to be assisting very closely (if desired) with the publishing in the early months and will also write an article or two for each issue (again, if desired). After that it's off to Marv Jensen and (at least for the last two years) Debbie Dewey for printing and distribution. It's probably the most rewarding job in the Chapter.

Keep in mind that the Chapter runs on the strength of its members. If you've enjoyed the benefits of membership, had fun at the meetings or played at the fly-ins but haven't yet held office, look in the mirror and ask if it's your turn. Then don't wait to be asked, call and volunteer.

## “Road Trip yayyyy! Who's got the beer?”

Here's another story of Chapter members helping one another. Sam Butler found a RV 7 project for sale that was in the final stages of assembly. However, it was in Prescott, Arizona.

Up stepped the Chapter. Before he knew it he, Gary Bricker, Friend Don Jordan (with whom he'd built a RV 6 in the past) and Don's son were in a truck heading West.

Just like a college road trip, they stopped for food and gas, napping and sharing the driving as they went. Chapter President to be, Dana Sigler lent them his enclosed trailer and when they arrived, they jumped in on the loading.

The loading story was an article in itself. Anyone who has transported a airplane on a trailer knows that no matter how carefully you measure and estimate dimensions, the 12<sup>th</sup> Law of Physics says: “At least one dimension of the aircraft to be loaded will be 1” larger than the available space”. It took five hours to overcome the aforementioned law. (it took 30 minutes to unload). Back on the road for another non-stop return. Three days door-to-door.

One final interesting tidbit: The original builder had to share a hangar with his Lancair ES. The only space available to build was under the relatively tall wings of the ES. So, anything that could be built lower than about 4 ½ ' was done. Fuselage, engine, fiberglass, panel, etc. Rudder? Nope. Wings? Nope, too tall in the rack.

Wer'e looking forward to the finished project and a jacket for Sam.





## Meet a Member: Barb and Steve Wilson

A degree in Meteorolo... Meatiorolog... Metior... I give up, weather stuff. That's why I have a degree in Art.

Barb and Steve Wilson have been Chapter members for a long while. You have seen their efforts in most Chapter activities. Barb ran the Young Eagles program for several years and was at the helm for the EAA thrust to a million flights. Steve in addition to his other accomplishments has held all Officer Posts for EAA Chapter 183. Both have wide and varied backgrounds in aviation. As I tried to mention, Barb has a degree in Meteorology which

led her to become a FSS specialist in Rockford and Chicago.

After that she transferred to the tower at DuPage, Illinois where she advanced to Area Training Specialist and finally Tower Supervisor. The call to live on an airpark brought her and Steve to Pecan so she took a transfer to the Alliance tower and stayed there for two years until her retirement in 2002. Barbs flying began in 1975 when she earned her pilots license. Children and finances kept flying on the back burner until she got here and began again in earnest.

Steve was the stereotypical kid looking over the airport fence. His folks used to drop him off at the airport and let him hang out there where he got to know the locals. One of the locals was a dentist who lost his drivers license for reckless driving so he decided that he should learn how to fly. He hired Steve to drive him around and in payment Steve got flying lessons. Through the VA Steve got his Commercial and Instructor ratings and so began his career in aviation. Instructing and charter kept him in rent money until he met Barb. He used his Swift (a basket that he rebuilt ) as bait and before long they married and he followed her from real job to real job while he built flying experience and in the process obtained his A&P and IA. After about ten years he went to work for the NTSB as an accident investigator and there he met Chapter member Dave Boldenow. Dave told Steve and Barb about this place called Pecan Plantation and before you knew it they were in Texas.

Part of Steve's past includes sharing in the building of an EAA Biplane and a Bowers Fly Baby (he used his experience from those projects to qualify to take the A&P exams). Another interesting note is that they won the Most outstanding Swift award at OSH this year, 31 years after they won it the first time in 1976.

Retirement, a very active flying schedule and family nearby with accompanying grandchildren have kept them busy. Barb is quite proud of the fact that she and Steve have provided for their replacements in aviation by having two sons and a son-in-law who are pilots. She challenges the rest of us to keep up our end.

## Notices to Airmen

- Don't forget: Septembers Chapter Meeting will be on the 15<sup>th</sup>. The decision to move the meeting was because of Labor Day travels and Lucky Louque from Dallas Air Salvage was unable to fit us in at any other time for his Program. If you've never listened to Lucky give a program, don't miss it. It's one of the best.
- Debbie Keyt has volunteered to run this year's Christmas Party on December 17<sup>th</sup>. She has also been a Fly-In Chairperson in the past. Debbie has requested Items for door prizes. Help her out any way you can.
- Scott Spangler who until recently was the editor of Sport Aviation is now writing articles free lance. He visited our area and interviewed several Chapter members for various stories and those articles should start appearing in the coming months, watch for them.
- From Vice Prez Chip: I just spoke with Lucky Louque at Air Salvage of Dallas. He is going to present two topics so we get a twofer this month. He will speak on "Preventative Maintenance" and "How to choose an engine". Should be a very interesting meeting.
- Barb Wilson's' father passed away August 2<sup>nd</sup>. Daniel Comroe was a WWII pilot in B-24's and B-17's serving in the Mediterranean Theater. He received the Distinguished Flying Cross for bringing home a severely battle damaged aircraft with all his crew. He retired after a full career in the military and was living here in Granbury. Our condolences to Barb and her family.
- The classifieds are getting boring again. Sell something!

## Another Flurry



Here's the arrival of the quick build wings, fuselage and finishing kit for Dave and Wendy Moore's RV 10. Like the arrival of any Chapter member's kit, volunteers to help unload outstripped the work to be done. No final word yet on how the panel is going to be outfitted, electronics change by leaps and bounds and committing too early would probably result in last years equipment in this years airplane.

Like all RV 10's, the plan is to install an IO-540 but personally I think that a TSIO-720 would look hot and there's enough expertise in the Chapter to help design the required aux tanks, tip tanks and belly tank.



## Killer Go-Arounds

Here's an interesting article concerning go-arounds sent in by Gary Green. It dissects an accident at the Camarillo airport in Southern California.

The pilot was relatively experienced, 1700 hrs. in a wide variety of aircraft. He had some T-6 time and regularly flew his own King Air. He had just purchased a P-51 and was required by insurance to get 25 hrs of dual prior to solo. After enlisting a very experienced P-51 pilot and spending over 30 hrs with him, he went on this solo flight. The instructor later said that the pilot was very adept at handling the airplane and in his view he was quite capable after 15 hrs of dual.

The tragic part of the story unfolded when the pilot made his first landing. He bounced, got slow and attempted to go-around. In the author's words; "For whatever reason, McKittrick jammed on full power, absolutely the worst thing he could have done, in my opinion. The airplane pitched to a very nose-high attitude, rolled to the left in the classic "torque roll" and hit the ground almost fully inverted, killing the pilot instantly."

Unfortunately in airplanes developing huge amounts of power; at very low speeds, the gyroscopic effects of torque, p-factor and air stream rotation make them impossible to control. He was killed and the aircraft destroyed.

The article that accompanies this sad story offers an interesting look at the way most of us are taught to perform go-arounds. Should the prop always be full forward? Should immediate application of full power be made? Should a nose high attitude be looked for immediately? All things to consider when operating our aircraft and lest we think that our light a/c don't have any of these concerns the author points out that his Robertson Bonanza can fly slowly enough to require full yaw and roll control deflection just to hold it straight with full power applied.

You may not agree with his conclusions or think that they don't matter to you and your steed but getting back to thinking about this most integral part of flying is something we should all do every now and then.

[http://www.avweb.com:80/news/pelican/pelicans\\_perch\\_87\\_killer\\_go-arounds\\_195755-1.html](http://www.avweb.com:80/news/pelican/pelicans_perch_87_killer_go-arounds_195755-1.html)

# CLASSIFIEDS

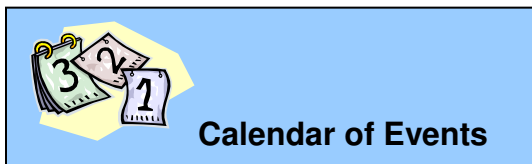
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**Hangar Space** I am a V-35B Bonanza, and I am lonely. I sleep in a 50x50 hangar with more than enough room for another bird. I am towed around with a power tow-bar that will accommodate Bonanza/Cessna nose wheels. If you want to get out of the rain, (hail?) give my owner (Read, slave) a call. Gene Keyt; 817-573-1919 or cell 817-578-4983 [gkeyt@charter.net](mailto:gkeyt@charter.net)



<b>September</b>	<b>15</b>	Chapter Meeting	Housemans Hangar, Pecan Plantation (0TX1)
	<b>12-16</b>	Reno Nat'l Championship Air Races	Reno, Nev. <a href="http://www.airrace.org">www.airrace.org</a>
	<b>22-23</b>	CAF 50 <sup>th</sup> Anniv. Airshow	Midland, TX. (MAF) <a href="http://www.airshow.org">www.airshow.org</a>
	<b>29</b>	Hilltop Lakes Annual Fly-In	Hilltop Lakes, TX (0TE4)
<b>October</b>	<b>13</b>	Chapter Meeting	Housemans Hangar, Pecan Plantation (0TX1)
	<b>20</b>	The Moonlight Fund Airshow	New Braunfels, Tx
	<b>20-21</b>	Ft. Worth Alliance Airshow	Alliance Airport <a href="http://www.allianceairshow.com">www.allianceairshow.com</a>
<b>November</b>	<b>3</b>	<b>Chapter 983 Fly-In</b>	Pecan Plantation
	<b>10</b>	Damon & Donna's daughter Hayley	Getting married.....Hooray!

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